GEOGRAPHIC NEWS BULLETINS

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(The National Geographic Society is a scientific and educational Society, wholly altruistic, incorporated under the Federal law as a non-commercial institution for the increase of geographic knowledge and its popular diffusion.)

General Headquarters, Washington, D. C.

Contents for Week of May 4, 1936. Vol. XV. No. 10.

1. Ellsworth Awarded Hubbard Medal for Polar Exploration
2. Turkey's Straits Problem Needs Straightening Out Again
3. The Hindenburg: Germany's New "Flying Hotel"
4. Sitges—Playground of Spain's Catalonia.
5. Switzerland To Tell of William Tell All Summer

© *National Geographic Society*

BEACH MEANS BATHING IN ANY LANGUAGE

Business is not the sole concern of the Bosporus. Launches, steamers, and outboard motors carry modern Turkey for Friday afternoon picnics to beaches and groves where lunch baskets are unpacked on the sites of dismantled forts. Atop the opposite hill on the Asiatic side of the Bosporus stands the Genoese castle, around which waves of war have lapped for centuries, and which Harun-al-Rashid, Caliph of Baghdad, himself assailed (see Bulletin No. 3).

HOW TEACHERS MAY OBTAIN THE BULLETINS

The Geographic News Bulletins are published weekly throughout the school year (thirty issues) and will be mailed to teachers for one year upon receipt of 25 cents (in stamps or money order). Entered as second-class matter, January 27, 1922, at the Post Office at Washington, D. C., under the Act of March 3, 1879. Acceptance for mailing at special rate of postage provided for in section 1103, Act of October 3, 1917, authorized February 3, 1922.

UMI

GEOGRAPHIC NEWS BULLETIN

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(Founded in 1888 for the Increase and Diffusion of Geographic Knowledge)

General Headquarters, Washington, D. C.

Ellsworth Awarded Hubbard Medal for Polar Exploration

THE Hubbard Gold Medal, highest award of the National Geographic Society, has been presented to Lincoln Ellsworth, the noted aërial explorer, who in November, 1935, raised the Stars and Stripes over some 350,000 square miles of unexplored land in Antarctica and claimed it for the United States.

Presentation of the medal was made by President Franklin D. Roosevelt at the White House, Washington, D. C., on April 15, in the presence of Dr. Gilbert Grosvenor, President of the National Geographic Society, and other officials.

After congratulating Mr. Ellsworth, the President said: "It gives me great pleasure to present this because you have shown that the world still holds opportunity for high adventure for those who have the spirit to seek it."

Awarded Only 12 Times Previously

In announcing the award of the Hubbard Medal, which has been bestowed only twelve times previously in the 48 years of The Society's existence, Dr. Grosvenor said that it was given in recognition of Mr. Ellsworth's many explorations in the Arctic and the Antarctic, 1925-36, including the flight by Mr. Ellsworth with Herbert Hollick-Kenyon last November over 2,340 miles of territory, covered with ice and snow, in Antarctica, between the Weddell and the Ross Seas.

Mr. Ellsworth took off with his pilot, Herbert Hollick-Kenyon, in his plane, *Polar Star* (see illustration, next page), on November 23, 1935, from Dundee Island, which is almost due south of Cape Horn, South America. Eight hours later the radio failed. The fate of the two men was not known until January 16, 1936, 54 days later, when the British exploration ship, *Discovery II*, pushed through heavy ice fields to the Bay of Whales and found them safely encamped at Little America.

Blizzards and other adverse weather conditions forced the explorers to make four landings, for various periods, on the snow during the flight. Twelve days after starting, and only 16 miles from Little America, their fuel was exhausted. The last leg of the journey to the abandoned camp of Admiral Byrd was made on foot.

Flag Presented to The Society

The sector on which the United States flag was planted is a triangular area between the 80th and 120th meridians, west longitude. Although none of its coastline has been explored and mapped, it is estimated to be larger than Texas and Oklahoma combined. It was named James W. Ellsworth Land, for Mr. Ellsworth's father. The portion above 6,000 feet elevation was named the Hollick-Kenyon Plateau, in honor of Ellsworth's pilot.

A flag of the National Geographic Society was carried on the flight and has since been presented to The Society. The flag will be added to the notable collection of relics and enlarged photographs on display in Explorers' Hall in The Society's administration building in Washington.

Lincoln Ellsworth has devoted much time to exploration since 1924 when he led an expedition which made a geological cross-sectional survey of the Andes Mountains from the Pacific Ocean to the headwaters of the Amazon.

In 1925, with Roald Amundsen and two technicians, he flew by plane over previously unexplored territory from Spitsbergen to latitude 88° in the neighbor-

UMI

Photograph by Pacific and Atlantic

AGAIN LAKEHURST IS EXPECTING A "HOUSE FULL OF COMPANY"

This photograph, taken in 1929, shows the huge New Jersey hangar sheltering the *Graf Zeppelin* (left), with a free balloon under its tail; the *Los Angeles* (upper right), a blimp and a Navy plane. The new German dirigible *Hindenburg*, expected soon, will dwarf the now idle *Los Angeles*, if weather conditions make it necessary to take the 812-foot visitor indoors (see Bulletin No. 3).

GEOGRAPHIC NEWS BULLETIN

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(Founded in 1888 for the Increase and Diffusion of Geographic Knowledge)

General Headquarters, Washington, D. C.

Turkey's Straits Problem Needs Straightening Out Again

TO ARM or not to arm is the question Turkey is considering. Her demilitarized zones on both sides of the Dardanelles and the Bosporus were stripped of modern fortifications by treaty in 1923. Now Turkey seeks permission from the League of Nations to refortify this ribbon of water between Europe and Asia.

There are three links in this "straits-and-narrows" path where East meets West—the Dardanelles, the Sea of Marmara, and the Bosporus. Together they form about 220 miles of narrow waterway so easily guarded that Istanbul (Constantinople), living a sheltered life between two bottlenecks, has been taken in war only three times.

Swimming to Asia Is a Favorite Stunt

Control of these straits has often meant control of the tides of European culture and politics. The fall of Istanbul in 1453 allowed Turkish caliphs to flood medieval Europe with Byzantine ideas. After the Allies opened the straits in 1918, following a spectacular failure in 1915, western ways poured into the land of the fez and the home of the harem to the accompaniment of jazz, portable victrolas, and a shower of straw hats. Since 1923, a Straits Commission under the League of Nations has been in charge.

From the castles of Dardanus, at the southwest entrance, the name Dardanelles came to be applied to the 42 miles of briny, almost ice-cold water swirling down from the Black Sea, through the Sea of Marmara, into the Aegean. Only five miles at its greatest breadth, it narrows to 1,400 yards of wind-twisted eddies. Here, where it is somewhat less than a mile between continents, the storied lover, Leander, swam across to keep his nightly date with the Asiatic priestess Hero. Thousands of years later Lord Byron plunged into the same swirling trail of romance, swimming it in an hour and ten minutes and catching a terrific chill. Over a dozen college lads in recent years have proved that the Leander legend is possible.

In old geographies the rushing waters of the Dardanelles, wind-swept and swift, are called the Hellespont, because they had the dubious honor of drowning Helle, mythical princess of Thessaly, when she tumbled overboard while fleeing with her brother on the winged ram of the Golden Fleece.

A Water Highway of History

The southeastern shore is indented with numerous coves which sheltered a thousand Grecian ships launched in the campaign against Homer's Troy. Modern history shrouds the northern shore with tragedy, for here in 1915 Turkish forts on the Gallipoli peninsula resisted from the British fleet what is called the most powerful bombardment of a land position from the sea in history.

The second section of Turkey's straits is the largest and the least important—the Sea of Marmara. An inland sea with less than half the area of Lake Erie, its sapphire surface is stirred with a current so strong that tides are scarcely noticeable. Of the several islands throughout its length of 170 miles, the most important is Marmara, from whose stony white flanks were ripped the marble and alabastar for Istanbul's proud architecture. Hence the Greek work for rock, *marmara,* named an island, a sea, and one of the world's favorite building stones.

Third link is the Bosporus, shortest, narrowest, most populous, most perilous. An 18-mile tube, curved into a slightly straightened S, its shores are sometimes less than a half-mile apart. It handles all the turbulent waters of the Black Sea, which is twice as large as all the Great Lakes put together.

UMI

hood of the North Pole, where the party was forced to land on the ice. The following year he was co-leader, with Amundsen and Nobile, of the long flight in the dirigible *Norge,* from Spitsbergen over the North Pole to Teller, Alaska.

For his explorations, Mr. Ellsworth has received medals from a number of foreign governments and societies. In 1931 Congress awarded him a special gold medal.

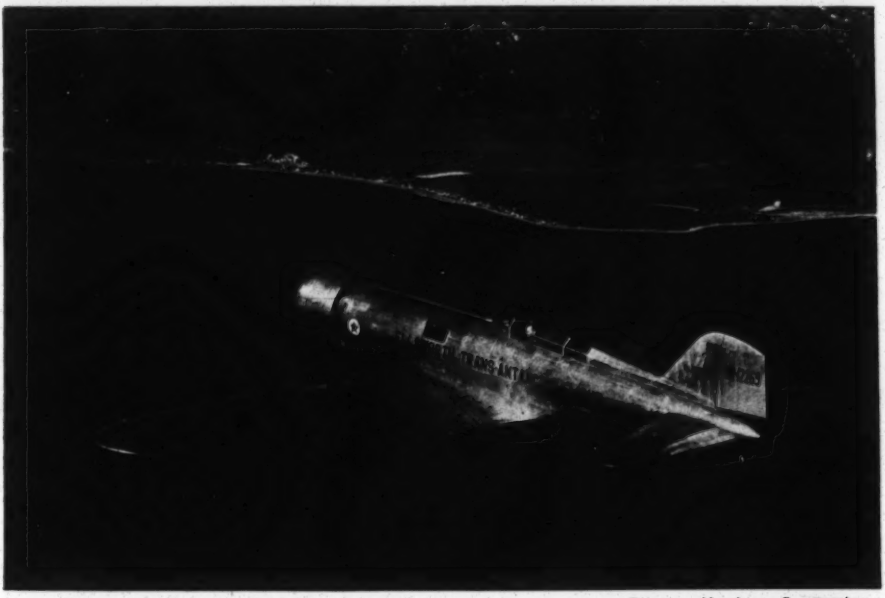
Others Honored With Hubbard Medals

The Hubbard Gold Medal is awarded by the National Geographic Society for outstanding achievement in the field of exploration and geographic attainment. Among the recipients have been outstanding explorers of modern times: Admiral Robert E. Peary and Admiral Richard E. Byrd, for attainment of the North Pole; Captain Roald Amundsen, for attainment of the South Pole; Captain Robert A. Bartlett, Sir Ernest Shackleton, and Vilhjalmur Stefansson, for polar exploration; Dr. Roy Chapman Andrews, for discoveries in Central Asia; Colonel Charles A. Lindbergh, Anne Morrow Lindbergh, Captain Albert W. Stevens, and Captain Orvil A. Anderson for extraordinary achievements in the air.

The medal was awarded to Karl Grove Gilbert for original investigations and achievements in physiographic (physical geography) research.

Note: References to Ellsworth, the territory he explored, and Little America are found in the following: "Exploring the Ice Age in Antarctica," *National Geographic Magazine,* October, 1935; "How the United States Grew," May, 1933; "Mapping the Antarctic from the Air," October, 1932; "Conquest of Antarctica by Air," August, 1930; and "Navigating the *Norge* from Rome to the North Pole and Beyond," August, 1927.

Bulletin No. 1, May 4, 1936.



Courtesy Northrop Corporation

IN THIS PLANE ELLSWORTH FLEW OVER THE LAST UNCLAIMED LAND ON EARTH

The wheels used on the test flight shown above were replaced by skis in Antarctica, enabling the flyers to make four landings on the snow to take observations and when blizzards and other adverse weather conditions made flying impossible. A scale model of his famous plane was presented by Mr. Ellsworth to the National Geographic Society and this model is now on display in Explorer's Hall, at The Society's Washington headquarters.

GEOGRAPHIC NEWS BULLETIN

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(Founded in 1888 for the Increase and Diffusion of Geographic Knowledge)

General Headquarters, Washington, D. C.

The Hindenburg: Germany's New "Flying Hotel"

LAKEHURST, New Jersey, is preparing for Germany's new sailer of the skies, the LZ 129, popularly known as the *Hindenburg.*

Because of its luxurious appointments and its large passenger-carrying capacity, the *Hindenburg,* which has already completed its first trans-ocean cruise from Germany to Brazil and back, has been dubbed a "flying hotel."

While only 40 feet longer—812 feet—the *Hindenburg* has twice the gas capacity of the *Graf Zeppelin,* former giant of the air. Passenger quarters, located amidships, are four times greater than those of the *Graf.* A promenade 160 feet long, provided to keep the passengers' land legs in condition during flight, is enclosed with large windows of unbreakable glass and affords views in all directions.

Can Carry Fifty Passengers

Staterooms that provide accommodations for fifty passengers and social halls are luxuriously furnished. On the walls of some of the rooms are paintings depicting the history of aeronautics, particularly emphasizing famous voyages of the *Graf Zeppelin.* Its most interesting decoration, however, is the moving picture of geography seen through long diagonal windows, as seas and nations of the world roll by below (see illustration, next page).

Saving space and weight has been a chief consideraiton in equipping the craft. The framework girders are of that light strong metal, duralumin. In the big lounge is the first aluminum grand piano ever built. Furnishings are of lightweight material and designed to take up a minimum of space. Large tables can be transformed into smaller ones by folding. Upper berths disappear during the day somewhat like Pullman berths. Lower berths become comfortable couches. Desks and even washstands fold up.

Hot and cold running water is available in every room, and there is a complete telephone system extending over the ship. Conveniences include excellent meals.

The galley or kitchen would delight any modern housewife with its electric range, refrigerator, and ventilating equipment, operated by current produced by two Diesel motors.

Smooth Sailing at 80 Miles per Hour

The ship is powered by four 1,200 h.p. Diesel motors which can drive it more than 80 miles an hour. A regular speed of 78 is its normal stride. Without refueling it can travel for 8,000 miles.

Besides passengers, the *Hindenburg* can carry more than 10 tons of freight. Even light automobiles and airplanes can be stored in its hold. It will inaugurate a regular trans-Atlantic air mail service, bringing stamp collectors tons of delight.

The pilot of the *Hindenburg* occupies a gondola forward and entirely independent of the passenger quarters. A companionway links the pilot's gondola with a wireless room equipped with sending and receiving radio apparatus.

Builders of the craft have eliminated the danger of highly explosive fuels by installing Diesel motors which use heavy petroleum. Unlike other dirigibles, the *Hindenburg* leaves a trail of smoke as it soars through the skies. In constructing the big bag maximum safety also has been assured. Cells for explosive hydrogen gas can be protected by a "layer" of helium, a non-explosive gas.

UMI

The Bosporus has been a water highway of history. Jason piloted his Argonauts through here to seek the Golden Fleece. Here Darius pushed his Persian hordes into Europe, 480 B.C. Here Alexander stepped into the Asia he was to conquer. Through here sailed galleys from Venice and Genoa on their way to Trabzond (Trebizond) and Kaffa, to meet camel caravans laden with Oriental merchandise. When Turkish control of the Bosporus hampered trade routes from the East, a certain Genoese set out to find a new road to the Orient. His name was Columbus.

Note: Turkey is described and illustrated in the following: "Road of the Crusaders," *National Geographic Magazine*, December, 1933; "Looking in on the Everyday Life of New Turkey" (color insert), April, 1932; "Summer Holidays on the Bosporus," October, 1929; "Turkey Goes to School," January, 1929; "Seeing 3,000 Years of History in Four Hours," December, 1928; "Skirting the Shores of Sunrise," December, 1926; "Crossing Asia Minor, the Country of the New Turkish Republic," October, 1924; "East of Constantinople," May, 1923; "Asia Minor in the Time of the Seven Wise Men," January, 1920; "Historic Islands and Shores of the Aegean Sea," September, 1915; and "Gates to the Black Sea: The Dardanelles, The Bosphorus, and the Sea of Marmora," May, 1915.

A map indicating some of the interesting sites along the Dardanelles and the Bosporus was published on page 725 of the *National Geographic Magazine* for December, 1928.

Bulletin No. 2, May 4, 1936.

© *National Geographic Society*

A DISMANTLED FORT AND AN ACTIVE STRONGHOLD OF LEARNING

The Rumeli Hissar, on the bank of the Bosporus, about five miles from Istanbul, was built swiftly in 1452 as a base for an attack on Constantinople; its walls are said to outline the name of the Prophet Mohammed. In the foreground is Robert College, named for the New Yorker, Christopher Robert, who founded it in 1863. Here as many as 18 different nationalities have been represented among the student body at one time. Turkish and Bulgarian are taught along with English. Its campus overlooks the Asiatic shore where the historic stream, Sweet Waters of Asia, meets the brine of the Bosporus.

GEOGRAPHIC NEWS BULLETIN

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(Founded in 1888 for the Increase and Diffusion of Geographic Knowledge)

General Headquarters, Washington, D. C.

Sitges—Playground of Spain's Catalonia

ADD another name, Sitges, to the colorful list of international playgrounds along the blue Mediterranean. For many years Barcelona's favorite beach resort in summer, Sitges has just completed its first season of winter popularity.

The small town of only 3,300 people thus takes its place with the much larger winter resorts of Málaga, Granada, and Seville that appeal to foreigners wintering in Spain.

Sitges lies less than 30 miles southwest of Barcelona on Spain's picturesque Catalan coast. Sheltered from north winds by a range of hills that runs through Catalonia to join the Pyrenees, Sitges has an equable climate. Its long sandy beach affords swimming and basking under a brilliant sun. Its golden sand, blue water, and white houses leave an unforgettable picture in the minds of visitors.

Moorish Walls Recall Conquerors

The old part of the town juts out into the sea on a low promontory. Some of the houses are built on remains of old Moorish walls, reminders of the 8th century when the Moors conquered Catalonia. Life in the old section of Sitges has not been changed by the sudden influx of visitors. In the little white houses, brightened by geraniums, days flow into each other as peacefully as ever. Peasants in red caps, sashes, and hempen sandals ascend narrow lanes overhung with balconies to sit in the sun at sidewalk cafés and play dominoes.

On the hills back of Sitges, covered with purple heath, sheep and goats graze. Near Sitges are orchards of almonds, filberts, and olives. Vineyards supply muscatel grapes from which is made rich, sweet muscatel wine.

Most of the villagers divide their time between cultivating grapes and fishing. A common sight under the palmetto trees along the shore is that of women mending nets (see illustration, next page). At nightfall one sees the dark water of the harbor flaring with lights as fishermen use acetylene torches to attract and dazzle fish. Before it was discovered by tourists, Sitges was known only for its wine and as a fishing village.

Promenade as Long as That at Nice

Sitges' chief attractions are its climate and beach. Tired of swimming or sun bathing, visitors stroll along the beach on the palm-shaded *Paseo Maritimo,* which is as long as the *Promenade des Anglais* at Nice. Other places of interest are the church, which, with its minaretlike tower, resembles a mosque; a museum with a collection of local wrought ironwork and Catalan furniture; a golf course; and the Terramar gardens.

The theaters and shops of Barcelona are less than an hour distant by automobile. One of Spain's chief seaports, and one of the most important ports on the Mediterranean, Barcelona has a busy harbor and lively streets.

The popularity which suddenly descended on Sitges this past winter has raised the hopes of Spain's *Costa Brava* (Rugged Coast), which extends from the French border almost as far south as Barcelona. This beautiful winding stretch of pines, red rocks, and sandy coves is studded with small manufacturing towns and fishermen's villages. For the past three winters artists fleeing the gloomy skies of northern Europe have lived modestly in these villages.

Fishermen hosts of each shore village hope that it will soon have a large steady

UMI

The *Graf Zeppelin*, predecessor of the *Hindenburg*, set a record difficult to equal. The *Graf* made scores of overseas cruises and once girdled the globe without mishap, although over Asia it was buffeted by stormy weather. In all the *Graf's* travels it covered approximately 845,000 miles, equal to about 140 round trips from New York to Los Angeles.

Note: Supplementary material about airships and photographs showing progress in dirigible construction can be found in the following: "New Jersey Now!" *National Geographic Magazine*, May, 1933; "The First Airship Flight Around the World (*Graf Zeppelin*)," June, 1930; "Renascent Germany," December, 1928; "Seeing America from the *Shenandoah*," January, 1925; "Man's Amazing Progress in Conquering the Air," July, 1924; "America in the Air," March, 1921; and "Helium, the New Balloon Gas," May, 1919.

Bulletin No. 3, May 4, 1936.

BACK NUMBERS OF NATIONAL GEOGRAPHIC MAGAZINE

Until further notice selected sets of certain back numbers of the *National Geographic Magazine* may be obtained from the National Geographic Society, for educational use only, at the rate of ten for $1.00 (postpaid in the United States, its possessions, Canada, and Mexico). The School Service of The Society has prepared a list of available back numbers issued between 1928 and 1935 which are being offered at this greatly reduced rate. Those ordering from this list may select as many sets of ten as required, and even ten of a single number. Many of these issues contain United States State and City stories, natural science articles, exploration reports, color illustrations, and maps. Address your request for a copy of the list of available issues to The National Geographic Society, School Service Department, 16th and M Streets, Washington, D. C.

MAPLIKE GEOGRAPHY UNROLLS BEFORE DIRIGIBLE TRAVELERS

Both land and sea spread an ever-changing panorama as the lighter-than-air craft soars on its journey between the continents. This photograph was taken during the first airship flight around the world in 1929, while the *Graf Zeppelin* was over Germany.

GEOGRAPHIC NEWS BULLETIN

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(Founded in 1888 for the Increase and Diffusion of Geographic Knowledge)

General Headquarters, Washington, D. C.

Switzerland To Tell of William Tell All Summer

A LEGEND as lively as that of George Washington's cherry tree, and three times as old, will work its ancient magic in Switzerland this summer.

Interlaken has announced that Schiller's famous play, "William Tell," on each Sunday afternoon for two months, will be given on an outdoor lakeside stage, with the mountain republic's favorite characters—heroic Tell, his fearless son, and the tyrannical bailiff Gessler—in the cast.

Schiller's play, published in 1804, spread the William Tell tale world-wide. Although Schiller himself never set foot in the region which he described, but obtained much of his information from Goethe, so popular is his interpretation of the legend that on his centenary, the Swiss Government distributed over 200,000 copies of the play to school children.

Many Shrines to Swiss Patriot

Performances have been given in many other Swiss towns, especially in Brugg, Cham, and Altstätten. In Altdorf a special theater has been erected in which it is presented annually. In 1829, Rossini set the historic drama to music in his opera, "Guillaume Tell."

Shrines to the legendary hero abound in central Switzerland, reputed to be the scene of his daring exploits. The blue mountain-girt lake, known as Lucerne to the English, is called Vierwaldstatter-See (lake of the four forest states) by the German-speaking residents of the region because of the wooded cantons surrounding it.

In the 13th and 14th centuries, Austrian emperors who tried to oppress some of these cantons with heavy taxes were opposed by Swiss patriots. Out of their valiant struggles for independence arose in the 15th century the figure of William Tell. Rolling down the ages, the story of this legendary warrior has become a national epic, its impact felt by every Swiss citizen, its details giving color to a whole region.

The ghost of Tell walks in Altdorf, a town of approximately 4,200 inhabitants near the southern end of Lake Lucerne and surrounded by lofty, snow-capped mountains. On the slope behind the town the Bannwald (banned forest), mentioned in Schiller's play, serves as a protection against avalanches. Cutting of trees is severely restricted.

Nerve-wracking Bull's-Eye for Archer

Altdorf is famous as the place in which the great marksman, having incurred the ire of the tyrannical Austrian bailiff, Gessler, was commanded to demonstrate his skill by shooting an apple from the head of his young son. In the open square a colossal bronze statue of Tell commemorates his intrepid deed.

Questioned about a second arrow in his quiver, Tell is said to have remarked that it was intended for the bailiff's heart had the first arrow harmed his son. He was promptly seized and was to have been taken by boat across Lake Lucerne to a prison in Küssnacht. Violent, capricious winds sometimes rush down this lake, causing sudden storms, and danger to small boats. Such a storm arising, Tell was freed in order to guide the boat to shore. Tell's Platte, a shelf of rock projecting into the lake, is revered as the spot at which he leaped ashore and escaped from his captors.

In the Hohle Gasse ("hollow" lane, a narrow road arched with beech trees),

UMI

influx of visitors and become an established resort like Sitges. Chief hindrance to the attainment of such hopes is the cold wind from the Pyrenees that whistles around some of these villages in winter. Only at Barcelona and south of it does the climate become really warm enough to ensure a mild winter.

Note: Additional references and photographs about Catalonia are contained in the following: "Montserrat, Spain's Mountain Shrine," *National Geographic Magazine*, January, 1933; "Barcelona, Pride of the Catalans," March, 1929; "By Seaplane to Six Continents," September, 1928; "Looking Down on Europe," March, 1925; and "A Unique Republic Where Smuggling Is an Industry," March, 1918.

A map showing Spain's Rugged Coast is contained in the *National Geographic Magazine* for January, 1931, page 124.

Bulletin No. 4, May 4, 1936.

FORM FOR REQUESTING RENEWAL OF BULLETINS

School Service Department,
National Geographic Society,
Washington, D. C.

Kindly send ..... copies weekly of the GEOGRAPHIC NEWS BULLETINS for classroom use, to

Name .....

Address for sending Bulletins .....

City ..... State .....

I am a teacher in ..... School ..... grade

Enclose 25 cents for each annual series of 30 Bulletins. These Bulletins are prepared wholly as a service to schools. Because of the cost of preparation they can be supplied only to teachers and librarians at the price named.

Photograph by Franklin Adams

DROWSY BY DAY, DAZZLING BY NIGHT

Along the northeastern coast of Spain, where Sitges lies, the fisherfolk enjoy a bright and busy night life. They fare forth with acetylene torches to catch fish by attracting and dazzling them. The beach of Sitges, kindling the night with fishermen's flares, is a favorite place to watch this spectacle. The day is devoted to mending nets, which is usually a woman's work.

the thoroughfare between Küssnacht on Lake Lucerne and Immensee on Lake Zug, the fugitive ambushed and shot with his crossbow the tyrant Gessler. The road has recently been purchased with funds raised by school children as a national memorial. A chapel, decorated with frescoes illustrating the death, marks the site of Tell's patriotic deed. Patriots make pilgrimages to this chapel, to the one at Tell's Platte, and to the one in Bürglen, about two miles from Altdorf, which is supposed to be standing on the site of Tell's birthplace.

At Küssnacht a fountain in the public square is still another monument to his memory. Although his actual existence has never been proved, this mythical hero remains enshrined in the hearts of the Swiss people as a symbol of personal courage and love of liberty.

Note: For supplementary material and additional photographs about Switzerland, the land of William Tell, see: "Manless Alpine Climbing" and "Snowy Peaks and Old Costumes of Switzerland" (color insert), *National Geographic Magazine*, August, 1934; "Youth Explores Its World," May, 1934; "Skiing in Switzerland's Realm of Winter Sports," March, 1933; "Flights from Arctic to Equator," April, 1932; "Rediscovering the Rhine," July, 1925; "Amid the Snows of Switzerland," March, 1922; "The Millennial City (Geneva)," June, 1919; "The Citizen Army of Switzerland," November, 1915; and "The Ascent of Mont Blanc," August, 1913.

Bulletin No. 5, May 4, 1936.

Photograph by Walter Mittelholzer

"FROM EVERY MOUNTAINSIDE LET FREEDOM RING"

Throughout Switzerland's many valleys, like this one sheltering the village of Näfels at the foot of Mt. Glärnisch, peasants fought fiercely in the 14th century for freedom from Austria. Here the decisive battle for Swiss independence was won in 1388. Their struggle was personified in William Tell, whose patriotic exploits, whether true or mythical, are the subject of perennial celebration.